

THE RAILWAY KING.

Mr. W. H. Vanderbilt Tells All About His Interest in Western Properties,

And Says He Wouldn't Accept a Line from "Ocean to Ocean" as a Christmas Present.

Chicago Times, 23rd. Mr. William H. Vanderbilt, several members of his official staff, and a number of personal friends arrived in the city over the Lake Shore & Michigan Southern railway at 5:30 o'clock on last evening. The other gentlemen of the party were Gen. J. H. Vanderbilt, uncle to William H.; W. K. Vanderbilt, vice-president of the New York Central; John Newell, general manager of the Lake Shore railway; James M. Marvin, director of the New York Central; William Turnbull, T. C. Eastman, the stock shipper; Edward Ellis, the locomotive builder; Gen. George McGhee, and Foster Dewey. The train bearing the party came through from New York to Chicago on a special schedule, and some very fast time was recorded.

A representative of The Times who called upon Mr. Vanderbilt, at the Grand Pacific hotel, inquired regarding the report, published a few days since, that he had secured, or was likely to secure, control of both the Chicago & Northwestern and the Union Pacific, and that he was promoting the immediate construction of the Oregon Short Line, from Granger, on the Union Pacific, to Portland, with the object of owning and operating a continuous line of railroad from ocean to ocean.

"There isn't a shadow of truth in that story. I know absolutely nothing about the Oregon Short Line. I have no desire to control any more railroads than I already control, and I might say that I have little desire to control them. I am trying to lessen my cares and responsibilities, instead of adding to them. I have, it is true, invested largely in all the leading western roads, for the reason that they are less likely to be viciously interfered with than the large eastern lines. But I haven't sought to have any voice in the management of the Northwestern, Chicago and Rock Island, Chicago, Burlington and Quincy, and Union Pacific. With one exception, I have had no hand in the management of any of these roads. I have, I may say, taken some interest in the management of the Chicago and Northwestern—some of my friends are in the direction—because it is a good and growing property. I wouldn't have a line from ocean to ocean if it were a free gift to me to-night. My cares are onerous enough now, without spreading them out to the Pacific coast. All the properties I have named are good and admirably managed, and I have no desire to interfere with the present ownership and management."

"The newspapers and the Wall Street gossip say that you are unloading some of your stocks. What do you say to that, Mr. Vanderbilt?" "Those stories are made out of whole cloth. I haven't bought or sold a share of New York Central or Lake Shore stock for a year, up to July 1. A few days ago, Lake Shore went a little lower than I thought it ought to, and I bought one thousand shares. I pay no attention to the stock lists. I have not been in Wall Street for five years, and I don't go below Canal street twice a year."

"Is anything being done to end the present war of freight and passenger rates?" "Nothing. We didn't break the rates. We are simply following the lead of other people. I don't know who is responsible for the trouble. I make no accusations. It doesn't keep me awake nights. In railroading, as in your newspaper business, I suppose, we have a good many ups and downs, but I take things as they come, and at the end of the year the average is not far out of the way. We are common carriers, and we must do as our neighbors do. We have no differences to settle. Some of the other people charge us with the responsibility. You know every fellow has got to protect himself by giving somebody else the devil."

"Do you fear the New York, Chicago & St. Louis road, just projected, as a future rival to your system of railways?" "Not at all. No railroad can parallel us that will not starve to death. We will starve it, not maliciously, but by the superiority of our position, before it can get in a condition to live. We are just finishing our fourth track. We can perform more service for the public than any two track railroad that could be built parallel with us. Why, you ask, because when one of those roads is crowded with freight the passenger business must be inconvenienced, or vice versa; with us, with our four tracks, all business of whatever volume, is moved independently and without friction or conflict. We have always been friendly, in the legislature and otherwise, to the water-ways that parallel us, for if they attract business to Buffalo we stand a chance of getting a share of it. The Pennsylvania railroad company adopted a different policy. It bought up all the canals and then dried them up. If we had done that the business would not have been so largely drawn to Buffalo, but would have been diverted to other routes, and such diversion would have been infinitely more hurtful to us than the competition of the canals."

"But what do you think of the New York, Chicago and St. Louis railroad project as a financial scheme?" "Why, it is only a speculation. The character of the material which is being put into the construction proves that conclusively. The purpose is to float a lot of securities. That's all there is in any of these construction companies. There should be a law in every state—as there is now in a few states—which would prohibit a company's building a road at a cost of \$40,000 per mile, then issuing securities in the shape of ordinary bonds, income bonds, and common and preferred stock."

too, who you would think would scorn to engage in such schemes, are promoting this style of speculation. It is perfectly outrageous."

"It is said that you intend to issue New York Central income bonds, dividend paying, to the amount of \$90,000,000, to be distributed among the shareholders?" "A New York paper started that yarn. There is no truth in the statement. It is a story started for a purpose."

Mr. Vanderbilt and party, accompanied by Mr. Ledyard, general manager of the Michigan Central, will leave the city for Detroit this evening or to-morrow morning.

FATAL ACCIDENT.

An Old Lady Thrown from a Wagon and Killed.

Correspondence of The Bee. COLUMBUS, July 25.—Yesterday about 11 o'clock a sad accident happened in this city, by which Mrs. Ann Muney lost her life. Mr. Thos. Lyons was driving to mass with his wife, Mrs. Muney, his mother-in-law, and a hired man in the wagon. The team was frightened by a dog running out at them, and became unmanageable. Mr. Lyons, in attempting to hold the horses, broke one of the bits, and not noticing the accident continued drawing on the reins. This turned the horses so suddenly that Mrs. Lyons and the hired man were thrown to the ground with great force. The team ran straight for the fence of Mr. H. G. Carow. When within a few feet of it they suddenly shied, upsetting the wagon and throwing Mrs. Muney under the wagon-box with so much violence that she was carried to the residence of Mr. Carow in an unconscious condition. Drs. Bonesteel and Haslam were summoned at once, but when they arrived the old lady, who was over sixty, was beyond the reach of medical skill and died in about three hours.

The deceased has lived in the western part of Colfax county since 1866, where she has three married daughters living. Her only living son, Michael Muney, is a resident of Omaha and works in the U. P. shops. Mrs. Muney was a very kind neighbor. Where sickness and distress was, there she was sure to be. She was a Christian who lived up to her religion, and died at peace with all the world. The rest of the party were more or less injured. Mr. Lyons had his shoulder dislocated, but it is hoped nothing serious will come of it.

BLAIR BUDGET.

Correspondence of THE BEE. BLAIR, July 25.—Farmers are now harvesting all over the country and the prospect is much better than could be hoped for after the late spring. There has been a great demand for harvesters. Implement dealers have sold or contracted for more than they could furnish.

Blair's usually active and business like appearance is further increased by the constant coming and going of rains, eight regular passenger and mail trains a day arriving and departing. Two of these stop for dinner. The lawn sociable given by the Baptist church at the fine residence and grounds of J. S. Stewart, about one mile from town, on Friday evening was grand success. Every one seemed to enjoy him or herself.

Mr. Ed. Cook has purchased the interest of B. J. Baxter in the firm of O. C. Palmer & Co. E. H. Monroe, B. F. Haller and G. B. Lam are spending their vacation in Minnesota.

J. W. Tucker has returned from his eastern trip. Blair has a fine military company organized for the purpose of going into the State Guards.

Mr. Frank Harrison's new house on the hill west of town is nearly completed and presents an improving appearance.

IOWA BOILED DOWN.

Atlantic is to have a new creamery. A \$2,500 school-house is to be built at Aurelia.

A tax mill will be built at Manson before stove flies.

The potato crop promises to be abundant in Calhoun county.

The army worm is conducting a campaign in Davis county.

Illinois parties are negotiating for the sale of the Cedar river depot.

The Muscatine Canning Works employ from 150 to 200 men.

Mahaaka county lost \$50,000 worth of bridges by the late floods.

The water-works Fort Dodge has contracted for to cost \$18,000.

Work has been commenced on Dubuque's new passenger depot.

Fort Dodge has contracted for water-works to be completed in October.

The new Osceola and Des Moines railroad is to be a branch of the C. B. & Q.

Sashburn is to have a new school-house, 40 by 60 feet, at a cost of about \$3,800.

Scott county has commenced shipping its onion crop. It promises to be large.

flood at Marshalltown will far exceed the direct, and they are estimated at \$200,000. A company is going into the manufacture of doors and sashes at Clinton with a capital of \$25,000.

The army worm cleared five acres of oats in twenty-four hours, last week, near Columbus Junction.

One hundred and twenty-six new buildings have been erected in Storm Lake since this summer.

Enoch Long, a veteran of the war of 1812, died at Salina on the 19th instant, in the 91st year of his age.

Four prisoners escaped from the Elkader jail on the night of the 19th. A reward of \$50 each is offered for them.

During the recent flood at Oklawaha the St. Johns river rose fifteen feet, beating the memorable high water of 1851.

The Mississippi and Western railroad company have filed articles of incorporation to build two lines across the state.

The Storm Lake creamery is shipping large quantities of butter to the New York market. One day last week it shipped 13,000 pounds.

Large numbers of foreign cattle are being herded in Monona county, and the resident farmers pronounce them an unmitigated nuisance.

The Lyons Paper company is turning out 100,000 paper butter plates daily. It ships them all to Chicago, \$420,000 being the number put in one car.

The Ketchum Wagon works, which were badly damaged by the recent flood at Marshalltown, are now in operation.

It cost the city of Des Moines \$12,000 to light its streets with gas last year or an average of 50 cents a foot for every man, woman and child in the corporation limits.

Elkhart township, Polk county, is unfortunate. A hail storm ruined a portion of the crops and the promises those who remain is thoroughly taken care of.

The Ottumwa Courier reports great damage done to farms along the Des Moines river bottom by the overflow of water. Many fields of corn were entirely destroyed.

The recent floods were very destructive to growing crops in the vicinity of Ottumwa. Corn, oats and everything that the water was poured over, is now black and rotten.

The loss by the burning of Reed's flouring mill at Boone the other night was \$15,000, on which the insurance was only \$5,000. The fire originated in the boiler room but just how is not known.

The assessed valuation of Monona county for this year is \$2,443,333, which is an increase of \$129,025 over last year. The assessed value of live stock is \$402,331, an increase of \$19,501 over 1880.

A syndicate of Boston money kings are furnishing the capital to start a new national bank in Des Moines with a capital of \$500,000, which will be increased to \$1,000,000 if the demands of business justify it.

A lady in Burlington was awakened from her sleep on Tuesday night by a very peculiar feeling about her ankles. She called for help and a rattlesnake nearly four feet long was discovered crawling over her.

Articles of incorporation of the Iowa Large Line railroad company have been filed with the secretary of state. This is a new organization which proposes to build a line of railroad from Keokuk, by way of Fairfield or Batavia, to Oklawaha, thence north to Kelley, and from that point up the divide to Minnesota.

Work on the Mississippi river is in progress in the neighborhood of and above Burlington for completing the improvement of Rush and the Wood River, 100,000, and also at Cassville slough, some thirty miles above Dubuque. Some work is also to be done during the fall between La Crosse and Dubuque.

The Iowa baby giant is 3 years old and weighs 125 pounds. The baby was born in Anamosa, and some time since the parents removed to Atlantic. The baby is an intelligent and handsome looking child, there being none of those disgusting features of make-up that characterize monstrosities generally. The fat youngster knows its letters and is capable of making known all its wants by word of mouth. The parents are both spare built persons, and neither weighs over 135 pounds.

A railroad engineer living at Stuart suspected the fidelity of his young wife, and so one evening instead of going out his regular run, procured a substitute, while he himself kept hid until 11 o'clock at night when, taking a friend with him, he went home. His unexpected appearance caused a great commotion, for within the house, enjoying the company of the faithful wife, was a prominent young man of the place, the son of a father holding an important railroad position. The young man was identified and let go, and the engineer said to his wife that he guessed she could extract the truth from the witness main line. He gave her all the money he had and bade her leave his house forever. The once happy home is now closed and the deceived husband and head of the family boards out. The wife went to Council Bluffs.

A wholesale penitentiary escape occurred in Anamosa last Thursday evening. Eleven convicts broke from the front gate while on their way from the dining room to the cellhouse, and made a bold dash for liberty, with poor success, as the guard was on duty at the time. Thomas of Iowa City was shot through the chest, it is supposed fatally, though he is still alive. Winters was shot in the hand, and Lester in the arm above the elbow. The above three, with Kelly, Wood, Grant, of Dubuque, and Wilson were recaptured before dark. Four convicts escaped, viz: Hanz of Clinton; O'Brien of Co. Mar; Cross of Marion, and Fetterly of Osage. The last named was badly shot in the arm. A reward of \$50 per head is offered for the missing men.

Frank Bardal, North Bennett Street, Buffalo, says: "I have tried your SPERM Blossom as a family medicine and have never come across anything to do so much good in so short a time in cases of indigestion, dyspepsia and derangement of the stomach; I strongly recommend it." Price 50 cents, trial bottles 10 cents.

24-cod-1w

A Lady Correspondent.

MR. EDITOR.—In a recent issue of your paper "Daity B." writes to know what to do when she has the "blues."

Now, I have been troubled with that very unpleasant and essentially feminine complaint in the past, and I am quite sure my experience will help her. I don't believe those indigo feelings come because things don't go right around us, but because matters don't go right within us. Every lady understands this and knows the cause. For years I have suffered terribly, and I now see that I might have avoided it all had I known what I do to-day. I tried taking Warner's Safe Kidney and Liver Cure as an experiment, and it did for me more than I could ever have dreamed it possible to do for any woman. I would not be without it for the world, and I earnestly advise Daity B. or any lady troubled as she was to use the means which I did and I am sure it will have the same effect.

60d-1w

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is large and always the lowest prices.

C. F. Manderson,

Dexter L. Thomas,

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